

The San Francisco Call

JOHN D. SPRECKELS, Proprietor
CHARLES W. HORNICK, General Manager
ERNEST S. SIMPSON, Managing Editor

Address All Communications to THE SAN FRANCISCO CALL
Telephone, "Temporary 86"—Ask for The Call. The Operator Will Connect You With the Department You Wish.

BUSINESS OFFICE—Market and Third Streets, San Francisco
Open Until 11 O'clock Every Night in the Year.
EDITORIAL ROOMS—Market and Third Streets

MAIN CITY BRANCH—1451 Fillmore Street, Near Post
OAKLAND OFFICE—1016 Broadway—Telephone Oakland 1082
ALAMEDA OFFICE—1435 Park Street—Telephone Alameda, 559
BERKELEY OFFICE—2149 Shattuck Avenue—Telephone Berkeley 77
CHICAGO OFFICE—Marquette Bldg., C. George Krogness, Representative
NEW YORK OFFICE—40 Tribune Bldg., Stephen B. Smith, Representative
WASHINGTON CORRESPONDENT—Ira E. Bennett

Subscription Rates
Delivered by Carrier, 20 Cents Per Week, 75 Cents Per Month. Single Copies 5 Cents.

Terms by Mail, Including Postage (Cash With Order):
DAILY CALL (including Sunday), 1 year, \$5.00
DAILY CALL (including Sunday), 6 months, \$3.00
DAILY CALL—By single month, 75c
SUNDAY CALL, 1 year, 1.50
FOREIGN—Daily, \$3.00 Per Year Extra
SUNDAY, 1.50 Per Year Extra
POSTAGE—Weekly, 1.00 Per Year Extra
Entered at the United States Postoffice as Second Class Matter.
ALL POSTMASTERS ARE AUTHORIZED TO RECEIVE SUBSCRIPTIONS.
Sample Copies Will Be Forwarded When Requested.
Mail subscribers in ordering change of address should be particular to give both NEW AND OLD ADDRESS in order to insure a prompt and correct compliance with their request.

THE ASSEMBLY WILL BE RESPONSIBLE

By adopting joint rules identical with those which served the last two Legislatures satisfactorily enough, the Assembly can redeem the pledges made the people of California by the Republican and Democratic parties—can adopt and submit a direct primary constitutional amendment. By refusing to adopt joint rules the Assembly can and must assume entire responsibility for the defeat of the Held-Wright amendment and the postponement of direct primary legislation for at least four years.

The Senate by unanimous vote has passed the Held-Wright amendment with a proviso rider, which is not objectionable to the men who seek direct primary legislation as a reform, but is objectionable to those legislators who are willing to encompass the defeat of the larger reform to advantage a seeker after a seat in the United States Senate, as well as to those who have personal political fish to fry. Comprehensive direct primary legislation means more to the people of California than do the political aspirations of George C. Pardee or any other individual. Direct primary laws have been promised the people of California. The Republican party as the party in power and the original promiser is bound to redeem that pledge by the submission of a constitutional amendment which, ratified by the people, will authorize a subsequent Legislature to enact direct primary laws. Quite regardless of the fact that the Senate is playing legislative politics, the Assembly is wholly responsible for the situation. If the Held-Wright amendment is lost through the Assembly's refusal to accept rules that are apparently unsatisfactory to only one or two of its members, the men who by their votes gave the Senate this dangerous legislative leverage must accept and accept personally the consequences.

An atmosphere dark with danger to the people can be promptly cleared by the adoption of joint rules. It is up to the Assembly. The lower House walked into a legislative pit of its own digging. The people must not suffer either through the ignorance of the Assemblymen or to advance the political fortunes of any man. Apparently the price of the people's freedom is joint rules. The people demand that it be paid.

A POLITICAL ONSLAUGHT

The attack made by Senators from Northwestern States on Secretary Hitchcock will be easily understood and discounted by all who have watched the prosecution of land and timber thieves by the Interior Department. Carter of Montana led the attack on the floor of the Senate, and he was backed up by Heyburn of Idaho and Fulton of Oregon. The basis of attack was curiously immaterial and incompetent and was made all the more grotesque by the violence of language in which it was exploited. Carter declared that Roosevelt was a usurper, quite as dangerous as the Stuart kings in England, because he had assumed the right to suspend a statute.

That is a grave charge if it could be substantiated, but it is flatly refuted out of Carter's own mouth. Carter complained that the President had issued an order to Secretary Hitchcock that no patent to public land should be issued "under any law until by the examination of the ground by a special agent \* \* \* actual compliance with that law shall be found to exist." This was Carter's idea of an order suspending a statute. Obviously and on its face it is an order directing the enforcement of a statute.

On this queer basis of topsy-turvy logic Carter accused Hitchcock of according settlers "odious, exasperating and oppressive treatment." He likened the Secretary to "a morbid, moral delinquent," who should accuse whole cities of "crime and moral leprosy." This for the reason that Hitchcock and "his cohorts" had pursued land thieves by wholesale for the last six years in Montana, Oregon, California and other Western States.

The purely political and malignant animus of the attack is, of course, obvious to all who have watched the land fraud prosecutions conducted by Secretary Hitchcock and "his cohorts," among whom are Francis J. Heney and William J. Burns. Mr. Hitchcock retires from office shortly, leaving behind him a most enviable record of good and efficient service. He resigns at his own request, because of increasing years, and will be succeeded by James A. Garfield, who has undertaken to carry on the work with even increased vigor.

OPERATING ON A NARROW MARGIN

If other railroad magnates were as honest with the people as President Stickney of the Chicago Great Western their words and protestations would receive more attention. Mr. Stickney is not at all popular in railroad circles, because of the fearless way in which he exposed the rebating practices of traffic managers, including his own, and this at a time when the others were unanimously swearing themselves black in the face to prove that they had never heard of such a thing.

Therefore, when Mr. Stickney announces his conclusion that the railroads cannot stand a reduction of rates, and that any such measure would be disastrous to the whole industrial system, we are bound to give careful consideration to his reasons. Mr. Stickney figures the average rate of dividends on all railroad stocks in the United States for 1905—a most prosperous year—at 3.65 per cent, and he goes on to say:

There is no other business in the country which is done on so small a margin of profit as 3.02 per cent dividends. No other invested capital gets so small returns as the capital invested in railroads, and the tonnage carried by the railroads is so large that a reduction of the insignificant amount of half a cent per cwt. on a 100-mile haul would deprive the stockholders of railways of all dividends.

Stating this fact conversely, if the legislatures should reduce the rates

The President's Attitude on the School Question



WELL?

collected by competitive railways to such an extent as to deprive the average stockholder of all dividends the people would be benefited to the extent of only half a cent per cwt. on a 100-mile haul. And as the average haul in the United States is about 140 miles, the aggregate saving to the people would be an average of seven-tenths of a cent per cwt. Such a reduction would be the exact equivalent of one mill per ton per mile.

It might be urged, perhaps, with justice, that the great bulk of railroad stocks on which dividends are paid is purely fictitious, representing no paid-up capital. It is true that most of the mileage was created from the money raised by mortgage—that is to say, by the issue of bonds—and that the stock was distributed as a bonus to the promoters. All that is true in a general way, and yet if it should be attempted to do strict justice and wipe out dividends on all fictitious issues of stock, the result would be a tremendous financial convulsion. The trouble about exact justice in such cases is that the fraudulent issues of stock have, in large measure, passed into innocent hands for valuable consideration. We get back, as usual, to the "widows and orphans," behind whose useful skirts thieves have shielded themselves from time immemorial.

Leaving all that on one side, it may be said that Mr. Stickney's argument is misleading, because it is altogether too general and based on averages. No one proposes a general sweeping reduction of rates. Individual cases must be dealt with on their several merits, and that has always been the practice of the Interstate Commerce Commission.

THE "BATTLE FOR A BILLION"

EFFORTS at reform of the big life insurance companies do not appear to be especially prosperous. It was natural that efforts directed to that end should take the shape of a campaign to unseat the men who had controlled the companies and handled their vast accumulations in the interest of stock-jobbing syndicates. It was hoped that an election would put the policy-holders in possession of their own. That election has been held under the provisions of New York's law, amended in accordance with the recommendations of the Armstrong investigating committee.

The election has been held and the count is proceeding. At the present rate of progress it is hoped that the result of the election may be definitely declared before it comes time for another election in December, 1908. The inspectors get \$35 a day and, presumably, are in no great hurry. The policy-holders employed watchers to inspect the inspectors and the count. Of course, the inspectors regarded the watchers as their natural enemies and, being in control, perched the intruding outsiders on high stools, where they could not see the tickets without telescopes. The policy-holders demanded seats for their watchers alongside the inspectors, who debated the question for some time behind closed doors, but finally gave in under threat that the policy-holders would withdraw their men altogether. The "battle for a billion" will not be won in a day.

Answers to Queries

POPULATION—J. Oakland, Cal. The population of the earth according to the Royal Geographical Society is 1,487,900,000.
MINING LAWS—Subscriber, Oakland, Cal. By writing to the Representative from your Congressional district you will be able to obtain a copy of the United States mining laws.
JAPANESE—H. M. P. Ingleside, Cal. A child born to Japanese parents in the United States is a native of the United States, and is on a par, so far as rights are concerned, with any white child born in the country.
TIMBER LAND—A Reader, Sacramento, Cal. For information about timber lands in the State of Oregon address a communication to any or all the United States land offices, which are located at Lagrange, Lakeview, Portland, Burns, Roseburg and The Dalles.
MARRIAGE LICENSE—A. J. D. Poso, Cal. An applicant for a marriage license is asked the ages of the parties and must answer under oath. Some clerks are willing to accept from the woman the answer "18 or over" and from the man "21 or over." The applicant must answer questions as to previous marriage and divorce, and the clerk may insist upon divorce papers being exhibited to him.
THE BOSTON FIRE—A. O. S. City. The Boston fire occurred on November 9, 1872, and burned over 65 acres in the very heart of the business section of the city. The most authentic reports place the number of buildings burned at 446, and the loss at \$76,000,000. Some of the most substantial structures in the city, as in the great fire of Chicago, were swept away like frame buildings, and fireproof edifices shared a similar fate.
LEGAL HOLIDAY—F. J. D. City. February 22, Washington's birthday, is a legal holiday in all the States of the Union and Territories, including the District of Columbia, except Mississippi, where it is observed by exercises in the public schools only. Being a legal holiday, none of the acts that are performed on a day not legal, but there is nothing in the law that requires that either large or small business houses must be closed on that day.

Gossip of Doings of Railroad Men

H. J. Small, superintendent of motive power of the Southern Pacific, left last night for Portland to attend the annual meeting of the superintendents of motive power of the Harriman lines. The convention will be called to order tomorrow. The steel car which was built by Small at Sacramento has been sent on to Portland and will be on exhibition in that city for the benefit of and also for the instruction of superintendents of the other lines on the Harriman system.
J. H. Wallace, assistant chief engineer of the Southern Pacific, has completed the plans of the new depot which is to be built at First and Broadway, Oakland, as soon as the material can be assembled. The depot is to be a handsome structure and will cost in the neighborhood of \$20,000. The company intends to build a large passenger depot at Berkeley, which will cost \$50,000. Work on the new depot in Los Angeles, which will cost \$300,000, is to be commenced shortly. The next most expensive depot is to be built at Sacramento, which will cost \$250,000.
J. B. Cook, who is interested in hotels in the Yosemite Valley, returned recently from a trip along the line of the new road, which is being built to the valley from Merced Falls. Cook says that there are about 1100 men at work and the road probably will be completed and in operation by May. He said that the hotels in the valley would be open by April 1.
Track laying on the eastern end of the Western Pacific has been delayed, owing to the heavy rains that have been falling on the desert, making the valley from Merced Falls. Little work was accomplished during January, and little has been attempted so far, but with the advent of fair weather track laying will be recommenced with large gangs.
James B. Duffy of the Santa Fe and James O'Garra of the Southern Pacific are escorting a party of seventy-five Knights of Columbus to Mexico City. They left last night and will be absent about sixteen days.
Frank E. Fitzpatrick has been appointed general manager of all the properties of the Bay Counties Power Company and it is reported that under his direction the electric road at Santa Cruz will be entirely reconstructed and built on standard gauge lines.
William Hood, chief engineer of the Southern Pacific, is back from his inspection of the work that has been done to restrain the waters of the Colorado River.
E. E. Calvin, general manager of the Southern Pacific, left last night for an inspection of the lines in the southern part of the State.
The North Shore Railroad has just placed an order for twenty electric cars for use on the system.
Abner S. Mann of the passenger department of the Southern Pacific is at his ranch in Mendocino County.
W. E. Travis of the Klamath Falls Stage Company and Captain Woodbury and Colonel Wilkins of the Klamath Lake Navigation Company and of the Lake Shore Stage Line are in the city arranging for service into Klamath Falls from Pockegama and Grass Lake. They expect an enormous business into that section during the coming season, as the inquiries for land in the reclaimed district have been exceedingly large.
George W. Colby, general agent of the Great Northern, received a telegram yesterday announcing that the Great Northern, which had been blocked for several weeks, was again open to traffic.

Progress of State Noted by the Interior Press

It is announced in Fresno that James Porter, an Iowa millionaire, has bought 2000 acres near Delano and is visiting that region with a party of twenty other men of wealth from the same State, all of whom intend to invest in land in the vicinity. Mr. Porter is also reported to have options on several thousand acres more in the San Joaquin valley, which he deems the most promising part of the State. The example of these Iowa investors will prove contagious. They are all men of experience in the work of development, and their opinion of valley lands, backed by their investments, is certain to bear good fruit.—Stockton Independent.
The Butte County Irrigated Lands Company of Biggs has selected its organization. The company has secured a tract of land containing 500 acres, known as the Boulware tract, located south and east of Biggs, which will be subdivided into five and ten acre tracts and supplied with water from the Butte County canal. When this land is sold other large holdings will be purchased and put upon the market in small tracts. It has been estimated that fully 25,000 acres can be irrigated by the ditches that this company will build, work upon which will be commenced as soon as the surveys are completed.—Chico Enterprise.
In San Diego County, the banner lemon county of the United States, is located the largest lemon orchard in the world—60,000 trees.—Marysville Democrat.
The year 1906 has been a prosperous one so far as Marin County is concerned. Her growth has been a healthy one and the county is forging ahead upon true merit. For years her advancement was slow, but now when outside world is becoming acquainted with her many natural advantages the tide of homeseekers is commencing to flow to our shores. They are beginning to realize that our terraced lands and graceful slope afford every luxury obtainable at the hands of nature. They are becoming acquainted with the fact that our climate is ideal and that our beautiful valleys are traversed with roads and boulevards that afford beautiful drives. Our pure mountain water has no equal in California and our streams and forests are the delight of every lover of nature. In fact, within a few moments' ride of a large metropolis, no place has more beautiful natural attractions than Marin County, and therefore it is not to be wondered at that her assessment roll is growing at the rate of over one million dollars a year.—San Rafael Independent.
Emil Schweigler of Orangevale, who recently purchased the old McComber property on Sutter street, has commenced work of razing one side of the building and will immediately commence a neat structure of iron and concrete. Later the other half of the property will be similarly improved, but the two parts will form one building. Mr. Schweigler's plan is to establish an olive peeling and a vinegar plant immediately, and later to purchase machinery for making olive oil, and he will probably also conduct a cannery.
The addition to Polson's industries will be an important one and will be a factor in the development of this mountainous country, as it will consume products of orchard and vineyard.—Folsom Telegraph.
A new railroad to run from the town of cement and having its terminus in Suisun on Suisun slough has been definitely decided upon and construction work will be begun shortly. The road will be six miles in length and used principally for freight transportation. The people behind this important project are principally stockholders in the cement company, who take this means of bettering the shipping facilities of the vast amount of cement manufactured by the Pacific Company's mills. In addition to the railroad line, and a number of cars the new company will own its own boats, plans for which are now in the hands of the draughtsmen. The railroad will probably enter Suisun on the east line of the land of the Suisun Realty Company, which will also arrange to provide a place for warehouses and wharves. In order to carry out the intentions in this respect several hundred feet of the Realty Company's land will be dredged for a deep water project.
The building of the new road will result in great benefit to Suisun and will be hailed with delight here. The people should render it every assistance possible.—Suisun Republican.
If the Government considers it a profitable investment to spend \$650,000 to develop water for the irrigation of 12,000 acres of land in Glenn County, why would it not consider the expenditure of much less than half that amount for the irrigation of 10,000 acres in San Luis Obispo County? And
Simpson Fennell of Tehama is at the Majestic.
J. Witt Dougherty of Pleasanton is at the St. Francis.
M. Hirsch and Mrs. Hirsch of Chicago are at the Dorchester.
L. S. Shoemaker and bride are registered at the Hamlin.
J. F. Quant and wife of Byron are guests at the Hamlin.
L. M. Sullivan of Goldfield is registered at the Hamlin.
George B. Shaw and Mrs. Shaw are registered at the Jefferson.
John K. Morris and Mrs. Morris of Louisville are at the Jefferson.
F. J. Robinson and Mrs. Robinson of New York are at the Jefferson.
E. S. Martin and Mrs. Martin of Anacortes, Wash., are at the Palace.
R. Livingstone and Mrs. Livingstone of Portland are at the St. Francis.
William Piggott and Will M. Dunne are at the St. Francis from Seattle.
W. W. Baker and Mrs. Baker of Walla Walla, Wash., are at the St. Francis.
L. G. Nourse and Mrs. Nourse of Philadelphia are at the Majestic Annex.
J. S. Morrin and Mrs. Morrin of Kansas City are registered at the St. Francis.
J. J. Taylor and wife of Rhyolite, Nevada, are among the recent arrivals at the Hamlin.
Robert Barrie, a prominent business man of Philadelphia, is a recent arrival at the Hotel Hamlin.
J. H. Harris, a well-known Nevada business man, with stores in Goldfield, Tonopah and Manhattan, is in this city for a few days. He is staying at the Hamlin.
R. A. McWilliams, H. H. McWilliams and C. E. McKay, three prominent business men of British Columbia, are at the Hamlin for a few days. They are arranging for the establishment of a large cement manufacturing plant at Sallinas.
This is not by any means all; we have also announced the construction of a spur track from the Southern Pacific line to the yards and kilns of the company below town at a cost of \$1000 or \$1500, and after the installation of the brick machines now at Elter Spar will actively begin the manufacture of brick at the rate of 30,000 to 35,000 a day.
Another improvement that is to be made is the electrification of the whole plant and the introduction of crude oil for kiln burning. Heretofore steam has been the motive power.—Redding Searchlight.
California has made rapid progress the past year. Every county has been benefited by the steady growth of the State. Contra Costa is no exception to the rule. In manufactured products she still stands second in the list.
The outlook for Eastern Contra Costa was never better. Every town in the district is prosperous and growing. Before the year the year an electric road may cross the island county and be extended from Byron to Antioch. No portion of California is developing at a more rapid rate than the San Joaquin, and this portion of Contra Costa will reap some of the benefits of the irrigation scheme which will tap the entire valley from Tracy to Antioch in process of formation. It involves an immense canal, 500 feet wide and four feet deep. More than \$1,500,000 is behind the proposition. Some time ago the water was sufficient to trade it is coming. It means the turning of this entire valley into an immense dairy country. All in all, our future looks most encouraging.—Byron Times.
Perhaps it would be a good idea for each of our university presidents to add to every public utterance the announcement that he denies ever having said what he has just stated. This would save him from the continual specific denials that are needed.—Oakland Enquirer.
California has the land and climate for many things that cannot be raised in other States in the Union. And in many instances she is the only State that can market her produce in quantities sufficient to sustain the trade that has so long been to foreign countries. There are thousands of acres of land in this valley that could be put in olives, and yet millions of pounds of olives and olive oil are annually imported. The western part of Colusa is a country sparsely settled and yet it will produce almost any fruit or nut that can be grown anywhere. This county is a place for okra, that vegetable that it is said will heal every stomach trouble known to man, and yet it is nutritive and palatable. It can be grown anywhere that cotton will grow and it costs most easily. The growing of okra has been tried in the Northern and Middle Western States, but without success. The Southern States do not care much about the smaller industries, as they have the cotton as their staple. Hence the canned okra is high and rare. It is one of the industries here which is beyond the experimental stage. It will bring twice the returns of asparagus, and is much more easily grown, besides lasting until very late in the fall.—Colusa Sun.
United States Surveyor General W. S. Graham and two of the New York capitalists who are interested in the construction of the electric railway from Sacramento to Lake Tahoe, via Fairacres, Newcastle, Auburn and Placerville, have just been over the line, observing the same. It is stated on good authority that work on the line will be commenced in the gas spring and pushed forward rapidly.
The surveys have all been made and a satisfactory route decided upon. No difficulty has thus far been found in securing right of way, and it is believed that all the people along the route will gladly give right of way for the road. Its construction will enhance the value of all the property along the line tenfold. Work on the California Midland, the electric railroad from Marysville to Auburn and Grass Valley, is already under way at the Marysville end and a report is current here that work is to begin in a few days at the Auburn end. The line runs from here to Wolf, thence west to Marysville and east to Grass Valley and Nevada City.—Auburn Republican.
Sacramento is insured against a gas famine, as least as long as the State Legislature is in session.—San Bernardino Index.

Personal Mention

Simpson Fennell of Tehama is at the Majestic.
J. Witt Dougherty of Pleasanton is at the St. Francis.
M. Hirsch and Mrs. Hirsch of Chicago are at the Dorchester.
L. S. Shoemaker and bride are registered at the Hamlin.
J. F. Quant and wife of Byron are guests at the Hamlin.
L. M. Sullivan of Goldfield is registered at the Hamlin.
George B. Shaw and Mrs. Shaw are registered at the Jefferson.
John K. Morris and Mrs. Morris of Louisville are at the Jefferson.
F. J. Robinson and Mrs. Robinson of New York are at the Jefferson.
E. S. Martin and Mrs. Martin of Anacortes, Wash., are at the Palace.
R. Livingstone and Mrs. Livingstone of Portland are at the St. Francis.
William Piggott and Will M. Dunne are at the St. Francis from Seattle.
W. W. Baker and Mrs. Baker of Walla Walla, Wash., are at the St. Francis.
L. G. Nourse and Mrs. Nourse of Philadelphia are at the Majestic Annex.
J. S. Morrin and Mrs. Morrin of Kansas City are registered at the St. Francis.
J. J. Taylor and wife of Rhyolite, Nevada, are among the recent arrivals at the Hamlin.
Robert Barrie, a prominent business man of Philadelphia, is a recent arrival at the Hotel Hamlin.
J. H. Harris, a well-known Nevada business man, with stores in Goldfield, Tonopah and Manhattan, is in this city for a few days. He is staying at the Hamlin.
R. A. McWilliams, H. H. McWilliams and C. E. McKay, three prominent business men of British Columbia, are at the Hamlin for a few days. They are arranging for the establishment of a large cement manufacturing plant at Sallinas.

In the Joke World

Professor (at chemistry examination)—Under what combination is gold released most quickly?
Student—Marriage.—Fligende Blatter.
"His going to expose a party of grafters."
"Why does he take such an interest?"
"Thy wouldn't pay him for refraining from exposing them."—Cleveland Plain Dealer.
We jump from twelve to eighty,
And I am here to state
In accents strong and weighty
I like my winter straight.
—Louisville Courier-Journal.
Confidential Adviser—Senator, how much did your campaign cost you?
Senator Lotsun—It was pretty expensive this time, Ringgold. It cost me one day's income and two or three nights' sleep.—Chicago Tribune.
"Pop!"
"Yes, my son."
"Thy'st rascal! the most expensive thing on earth?"
"Next to an automobile, I believe it is, my boy."—Yonkers Statesman.
Chorus Girl (reading)—What does n-o-e stand for?
Other Girl—"Nee" stands for "born."
"Born—how do you mean?"
"Well, one might say you are a blonde, see a brunette."—Boston Transcript.
"Have you heard that Frau Peehlein, the dramatist, has had to go into an asylum on account of her brain having given way?"
"Hoora!" Now, perhaps, we shall have something really good from her pen."—Meggendorfer Blatter.
Farmer—So you've had some experience, have you?
Youth—Yes, sir.
Farmer—Well, what side of a cow do you sit on to milk?
Youth—The outside.—Tit-Bits.